



State of Nebraska

2006

Traffic Crash Facts

Annual Report

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Driving is inherently dangerous. That's stating the obvious. This past year a Strategic Highway Safety Plan (SHSP) was developed under the leadership of the Department of Roads. The chief executives of the Department of Roads, State Patrol, Department of Motor Vehicles, State Chief Medical Officer, League of Municipalities and Association of County Officials have provided the leadership as partners in this endeavor. A working group of these and a myriad of other public and private partners have created this living plan. Since nearly all crashes are a result of improper driving behavior, the individual driver is the most important component and partner.

The goal of the SHSP is to reduce fatalities to 1.0 per hundred million vehicle miles traveled, or less, by 2011. The good news is that this rate has been reduced from 1.8 in 1998 to 1.4 in 2006. We have made progress. Now we need to save another 80 to 100 lives a year to reach this 2011 goal.

As our collective public-private efforts continue to move forward through the SHSP, the single most important component is driver behavior. The single most important thing each of us can do in our own self-interest, and to achieve our goal, is for all vehicle occupants to fasten their seat belts.

We have made real progress, but there is still more work to do. Remember that driving is dangerous and the enemy of safety is complacency. Each of us is responsible for our own driving behavior.

Please drive safely!

Dave Heineman  
Governor

John L. Craig  
Director

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*(Note: Due to rounding, percentages on graphs may not equal 100%.)*

The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

## Definitions

<b>Reportable Crash</b> .....	A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
<b>All Crashes</b> .....	The total number of reportable motor vehicle crashes including fatal, injury or property damage.
<b>Fatal Crash</b> .....	Motor vehicle crash that results in fatal injuries to one or more persons.
<b>Injury Crash</b> .....	Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
<b>Property Damage Only Crash (PDO)</b> .....	Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

In 2004, the reporting threshold for property damage crashes increased from \$500 to \$1,000. This fact should be considered when assessing changes from previous years' data.

## Part I Overview

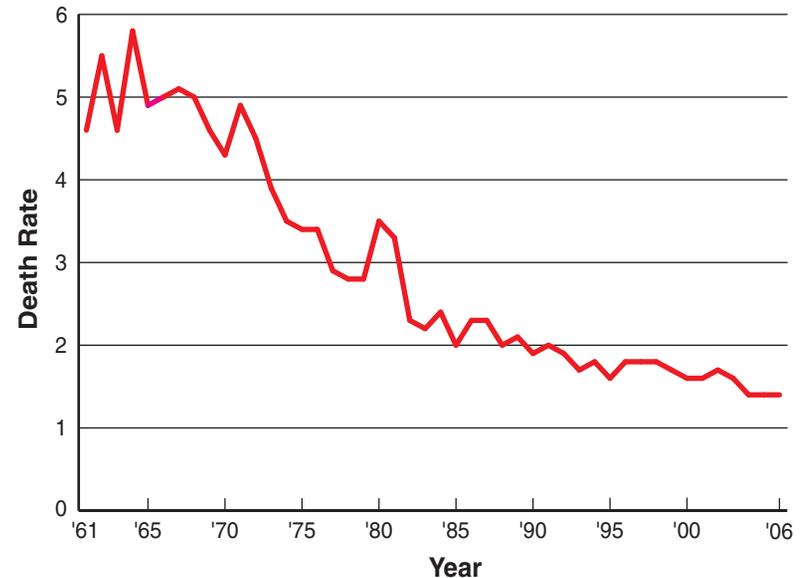
### Death Rate per 100 Million Vehicle Miles

In 2006, the death rate on Nebraska roadways was 1.4 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2006 is represented in Figure 1. Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

Figure 2 (page 3) depicts the number of fatal crashes per year for the last ten years. There were 226 fatal crashes in 2006, 12 less than were recorded in 2005.

Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 (page 3) shows the percentage distribution of all crash types. In 2005, there were 226 fatal crashes, 12,471 injury crashes, and 20,083 property damage only crashes. Fatal crashes made up .7% of all accidents, and injury and PDO crashes made up 38% and 61.3%, respectively.

**Death Rate Per 100 Million Vehicle Miles (1961-2006)  
(Figure 1)**





2006 Crash Data by County						
County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	562	8	162	392	8	229
Antelope	106	0	35	71	0	58
Arthur	9	0	3	6	0	3
Banner	24	1	8	15	1	12
Blaine	11	0	6	5	0	8
Boone	85	2	25	58	2	36
Box Butte	172	2	63	107	2	98
Boyd	18	0	8	10	0	9
Brown	43	0	9	34	0	12
Buffalo	966	9	318	639	13	456
Burt	116	3	30	83	4	47
Butler	105	3	37	65	6	56
Cass	421	5	117	299	5	185
Cedar	101	2	39	60	2	56
Chase	33	1	9	23	1	13
Cherry	64	1	23	40	1	42
Cheyenne	197	4	69	124	5	94
Clay	81	1	28	52	1	44
Colfax	157	1	37	119	1	54
Cuming	140	6	38	96	8	59
Custer	172	3	59	110	3	80
Dakota	210	0	89	121	0	137
Dawes	166	0	32	134	0	46
Dawson	409	8	136	265	12	237
Deuel	71	1	26	44	2	49
Dixon	56	1	18	37	1	30
Dodge	667	2	248	417	2	363
Douglas	9739	38	4136	5565	41	5923
Dundy	32	1	11	20	1	18
Fillmore	72	0	26	46	0	41
Franklin	57	0	8	49	0	10
Frontier	52	0	16	36	0	18
Furnas	90	2	30	58	5	53
Gage	472	5	137	330	5	208
Garden	39	1	10	28	1	17
Garfield	17	0	3	14	0	6
Gosper	45	1	13	31	1	20
Grant	9	0	0	9	0	0
Greeley	32	2	10	20	4	20
Hall	1185	8	424	753	8	634
Hamilton	218	0	55	163	0	75
Harlan	79	1	14	64	1	20
Hayes	14	2	5	7	2	8
Hitchcock	48	1	21	26	1	27
Holt	147	0	45	102	0	68
Hooker	8	0	6	2	0	12

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	109	0	44	65	0	72
Jefferson	185	1	31	153	1	50
Johnson	69	1	21	47	2	26
Kearney	114	0	40	74	0	62
Keith	204	2	64	138	2	97
Keya Paha	12	1	6	5	1	10
Kimball	95	1	38	56	1	56
Knox	94	3	31	60	4	52
Lancaster	6010	16	2612	3382	17	3786
Lincoln	844	4	311	529	4	447
Logan	16	0	5	11	0	10
Loup	7	0	3	4	0	5
Madison	625	1	228	396	1	328
McPherson	7	0	4	3	0	4
Merrick	148	4	67	77	4	108
Morrill	127	2	27	98	2	38
Nance	48	0	11	37	0	14
Nemaha	113	1	38	74	1	54
Nuckolls	55	0	19	36	0	24
Otoe	219	7	78	134	8	122
Pawnee	54	1	12	41	1	18
Perkins	40	0	14	26	0	18
Phelps	138	1	65	72	1	108
Pierce	93	3	26	64	3	37
Platte	641	3	219	419	3	342
Polk	95	2	29	64	2	39
Red Willow	205	4	53	148	6	85
Richardson	143	1	37	105	1	52
Rock	32	0	6	26	0	10
Saline	238	0	67	171	0	94
Sarpy	1829	14	751	1064	16	1188
Saunders	276	8	105	163	10	165
Scotts Bluff	720	3	298	419	6	462
Seward	349	1	99	249	4	170
Sheridan	97	2	25	70	2	39
Sherman	39	1	10	28	1	15
Sioux	31	0	8	23	0	15
Stanton	58	0	25	33	0	46
Thayer	88	0	23	65	0	38
Thomas	13	0	4	9	0	4
Thurston	90	7	26	57	7	55
Valley	52	1	12	39	1	18
Washington	316	1	87	228	3	136
Wayne	118	0	35	83	0	54
Webster	111	0	20	91	0	22
Wheeler	11	0	3	8	0	5
York	285	3	92	190	4	133
<b>Total</b>	<b>32780</b>	<b>226</b>	<b>12471</b>	<b>20083</b>	<b>269</b>	<b>18424</b>

**Part II  
2006 Data**

**Summary  
Number of Traffic Crashes**

All Crashes .....	32,780
Property Damage Only (PDO) .....	20,083
Injury Crashes .....	12,471
<i>Persons Injured</i> .....	18,424
Fatal Crashes .....	226
<i>Fatalities</i> .....	269
Number of Registered Vehicles in Nebraska .....	2,119,094
Number of Licensed Drivers in Nebraska .....	1,359,905
Number of Vehicles in Crashes* .....	55,087
Number of Drivers in Crashes* .....	53,065

*\*There may be more than one vehicle or driver involved in a single accident. Parked, and driverless vehicles are included.*

**During 2006:**

One crash occurred every 16 minutes.  
Fifty persons were injured each day.  
One person was killed every 33 hours.

The economic loss in terms of dollars was \$1,588,329,600\*\*

*\*\*Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991.*

# First Harmful Event

First harmful event (FHE) is the initial incident that causes injury or damage. It is sometimes referred to as “type of crash” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” crashes refer to crashes where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

First harmful events for all crashes and for fatal crashes are shown in Figures 5 and 6. In both instances, collisions between two or more motor vehicles (MV-MV) make up the majority of crashes. Crashes involving fixed objects, vehicles overturning, pedestrians and trains tend to be more severe, as indicated by their overrepresentation in fatal crashes as compared to all crashes.

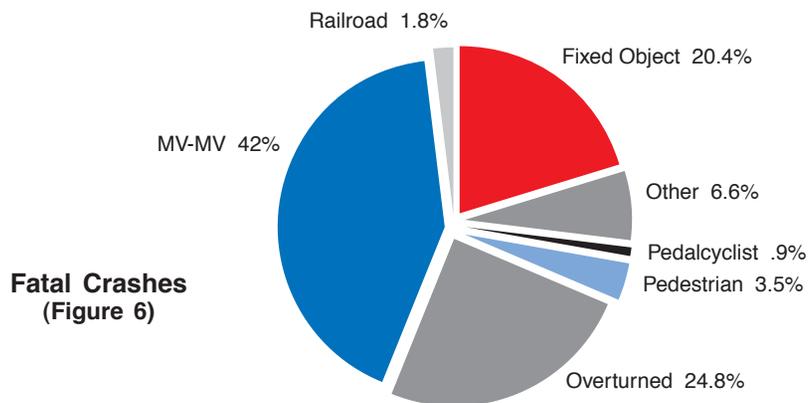
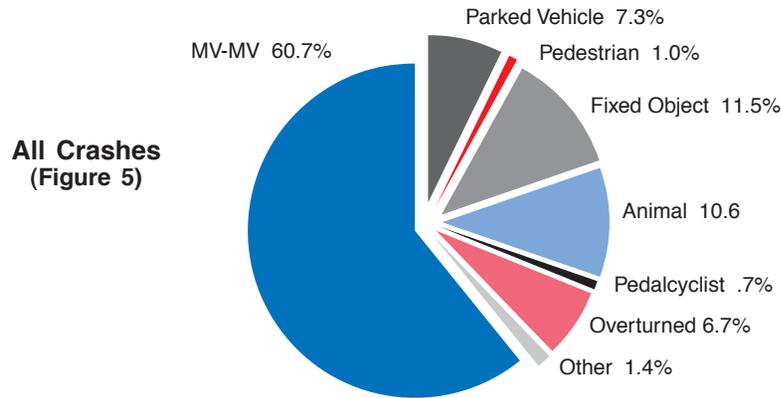


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT		2006								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★	
COLLISION INVOLVING	Pedestrian	340	8	329	3	8	344	83	124	137
	Motor vehicle in transport	19904	95	8635	11174	126	13489	1009	3191	9289
	Parked motor vehicle	2384	7	233	2144	7	281	41	127	113
	Railroad train	37	4	18	15	4	22	5	10	7
	Pedalcyclist	244	2	241	1	2	245	32	128	85
	Animal	2488	4	262	3222	4	322	34	131	157
	Fixed object	3776	46	1385	2345	51	1769	309	806	654
	Other object	147	0	38	109	0	42	3	16	23
Noncollision overturned		2197	56	1264	877	63	1831	432	779	620
Other noncollision		258	4	65	189	4	77	17	33	27
Unknown		5	0	1	4	0	2	0	2	0
— TOTALS —		32780	226	12471	20083	269	18424	1965	5347	11112

(Table 1)

- ★ = Injury severity codes
- A = Disabling injury
- B = Visible injury (not disabling)
- C = Possible injury (not visible)
- ★★PDO = Property damage only

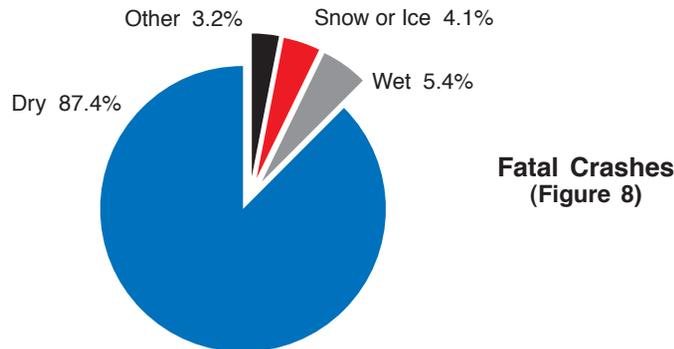
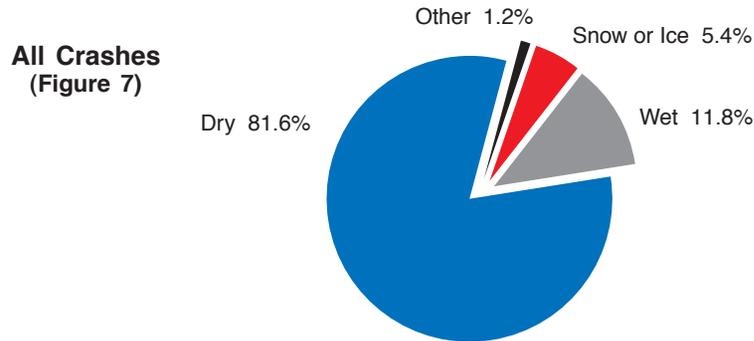
FIRST HARMFUL EVENT		2005								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATAL INJURIES			
(Current Year)						TOTAL	A★	B★	C★	
COLLISION INVOLVING	Pedestrian	340	8	330	2	8	354	70	156	128
	Motor vehicle in transport	22350	101	9289	12960	121	14548	1072	3460	10016
	Parked motor vehicle	2571	1	256	2314	1	313	40	139	134
	Railroad train	40	8	18	14	9	25	9	7	9
	Pedalcyclist	281	3	276	2	3	291	41	158	92
	Animal	3170	4	256	2910	4	331	24	129	178
	Fixed object	4326	40	1552	2734	48	1974	382	836	756
	Other object	161	0	30	131	0	37	7	20	10
Noncollision overturned		2238	73	1322	843	82	1884	394	840	650
Other noncollision		260	0	60	200	0	70	14	32	24
Unknown		2	0	0	2	0	0	0	0	0
— TOTALS —		35739	238	13389	22112	276	19827	2053	5777	11997

(Table 2)

Table 2 provides 2005 data for comparison to 2006. There were 12 less fatal crashes in 2006, as compared to 2005, and the number of deaths resulting from these crashes decreased by 7. Both injury crashes and injuries decreased, by 918 and 1,403 respectively. The number of PDO crashes decreased by 2,029.

## Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions. There was a significant decline in slick road crashes during 2006, especially on snowy or icy roadways.



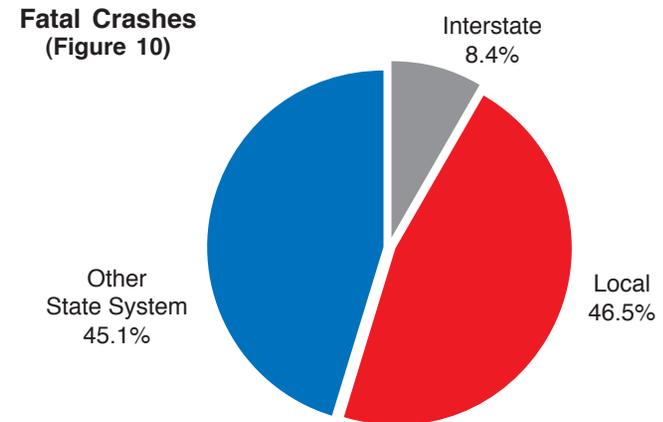
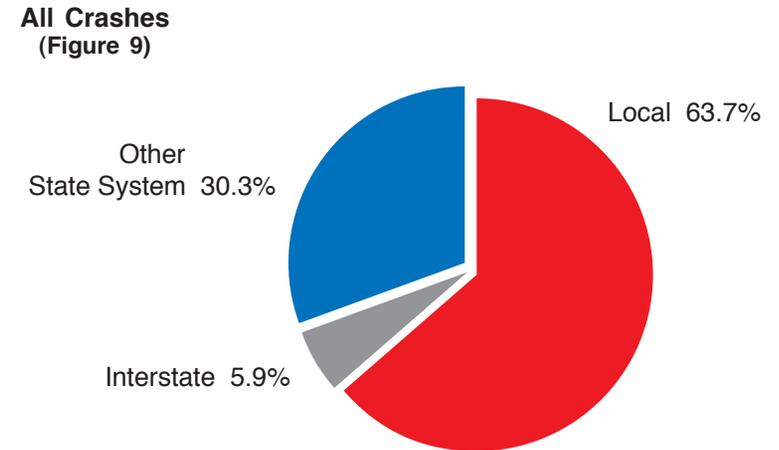
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	24906	194	9928	14784
Wet	3616	12	1480	2124
Snowy or icy	1643	9	514	1120
Other	366	7	148	211
Not stated	2249	4	401	1844
— TOTALS —	32780	226	12471	20083

(Table 3)

## Type of Roadway

The distributions of all crashes and fatal crashes, by roadway type, are shown in Figures 9 and 10. Table 4 (page 13) shows the actual number of crashes and casualties by roadway type. The percent of fatal crashes that occur on the interstate and on other state highways is larger than the percent of all crashes that occur on the interstate and on other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for the increased severity of these accidents.



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	841	1	348	492	1	475
	Other State System Highways	5145	21	2282	2842	24	3435
	Local Roads and Streets	16588	39	6437	10112	40	9253
	URBAN SUBTOTAL	22574	61	9067	13446	65	13163
RURAL	Interstate	1106	18	328	760	30	558
	Other State System Highways	4796	81	1354	3361	103	2159
	Local Roads and Streets	4304	66	1722	2516	71	2544
	RURAL SUBTOTAL	10206	165	3404	6637	204	5261
— TOTALS —		32780	226	12471	20083	269	18424

(Table 4)

Rather than referring to numbers of crashes, the relative safety of different roadway classifications can be compared by using crash rates. Table 5 provides crash rates for 2006. These rates are based on crashes per 100 million vehicle miles driven.

### Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.7	16.3	30.3	47.1
Other State Highways	1.3	45.9	78.3	125.4
Local Roads and Streets	1.5	113.9	176.3	291.8

(Table 5)

The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

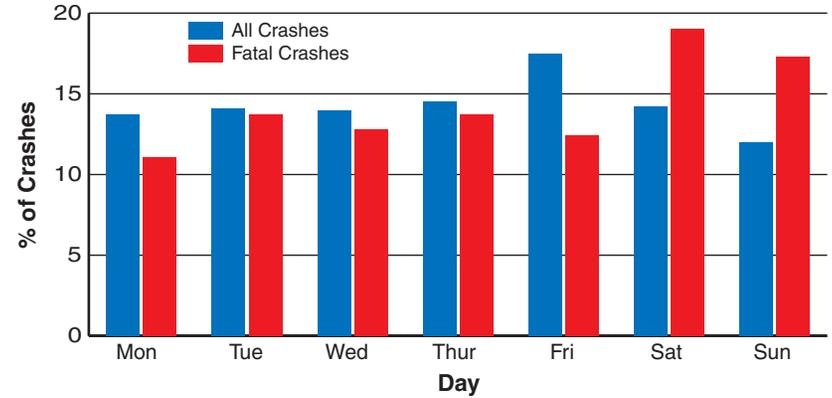
## Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest 3-hour time period for crashes in 2006 was from 3:00 - 6:00 p.m., when 23.5% of all crashes occurred. Fatal crashes are most likely to take place during the afternoon peak traffic period, or during the late night and early morning hours when many alcohol-related crashes occur.

Accident trends on the weekends differ from those which take place during the work week. Sunday is the lowest day for total crashes, and Saturday the highest day for fatal crashes, recording 19% of the total. During 2006, more crashes happened on Friday than on any other day.

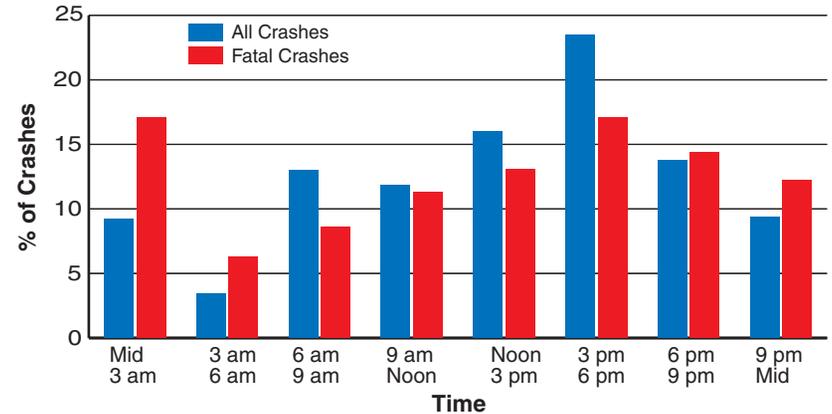
### Day of Week

(Figure 11)



### Time of Crash

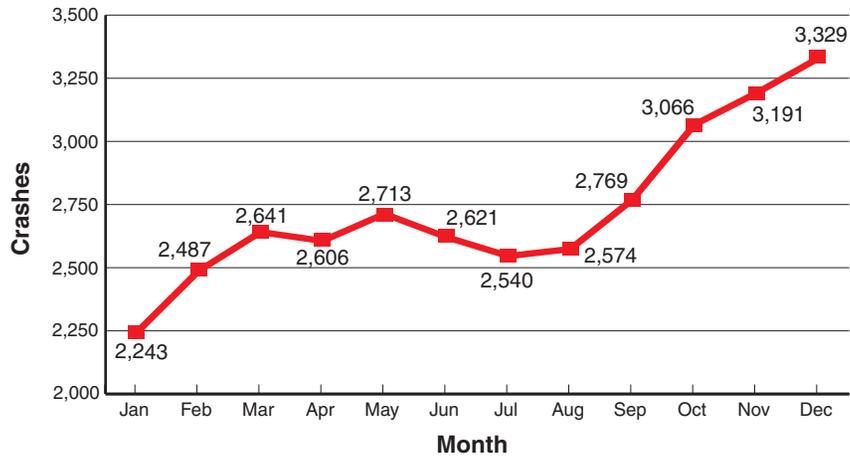
(Figure 12)



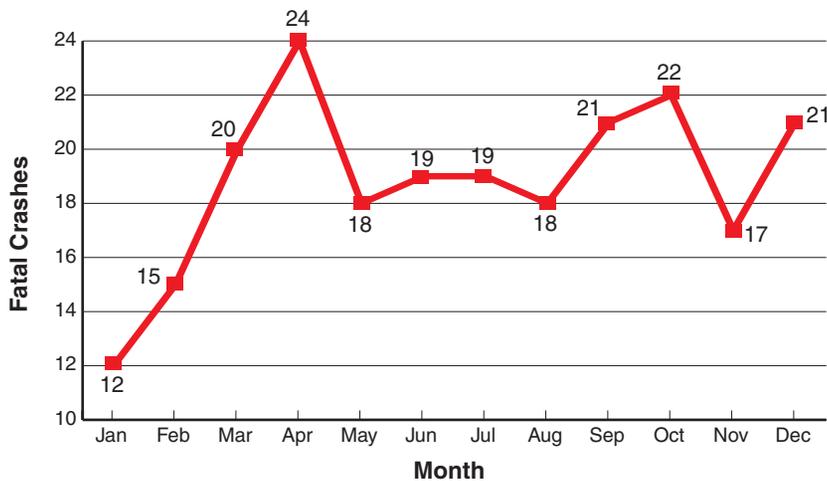
## Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions.

**All Crashes by Month**  
(Figure 13)



**Fatal Crashes by Month**  
(Figure 14)

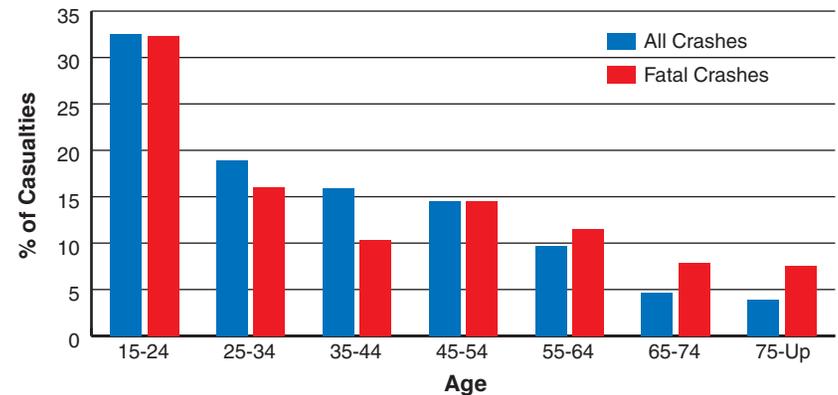


## Age of Driver

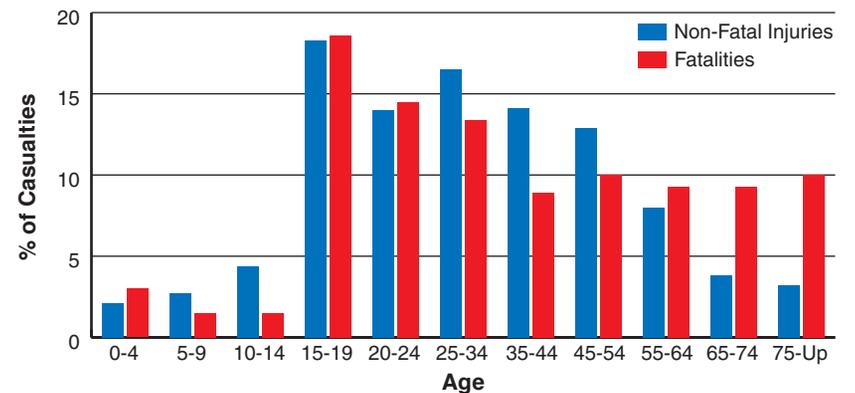
Younger drivers are involved in a disproportionate number of crashes. In 2006, 51.4% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (32.5%) and fatal crashes (32.3%) during 2006.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Nearly 62.9% of all injuries, however, are suffered by persons between the ages of 15 and 44.

**Driver Age**  
(Figure 15)



**Age of Casualties**  
(Figure 16)



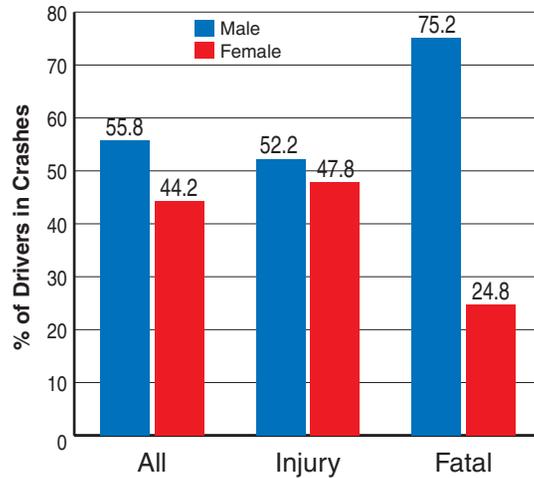
## Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.8% of the drivers in all crashes in Nebraska in 2006, yet they were involved in 75.2% of all fatal crashes. At least a part of this difference can be attributed to the fact that males drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.9% of the persons injured or killed in motor vehicle crashes in 2006. (See Table 7).

(Table 6)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	29428	249	11495	17684
Female	23307	82	10542	12683
Not stated	330	0	155	175
— TOTALS —	53065	331	22192	30542



(Figure 17)

AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	8	4	4	383	188	195	0	0	0	15	6	9
5-9 years	4	1	3	480	220	260	0	0	0	9	3	6
10-14 years	4	3	1	793	378	415	0	0	0	22	8	14
15-19 years	50	34	16	3307	1397	1910	13	11	2	228	130	98
20-24 years	39	30	9	2534	1154	1380	24	19	5	337	222	115
25-34 years	36	23	13	2984	1356	1628	21	14	7	275	193	82
35-44 years	24	15	9	2553	1139	1414	8	5	3	196	121	75
45-54 years	27	13	14	2332	1070	1262	13	7	6	162	95	67
55-64 years	25	20	5	1454	642	812	5	5	0	63	43	20
65-74 years	25	17	8	692	297	395	2	2	0	18	10	8
75 and older	27	15	12	587	259	328	0	0	0	12	5	7
Age not stated	0	0	0	252	126	126	0	0	0	17	12	5
— TOTALS —	269	175	94	18351	8226	10125	86	63	23	1354	848	506

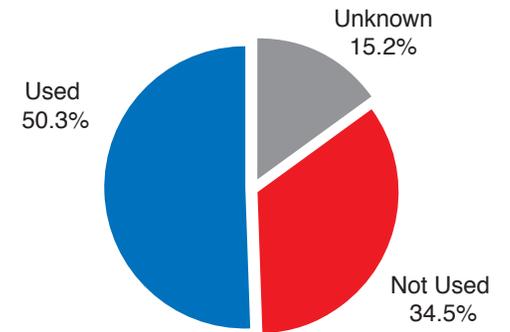
(Table 7)

## Restraint Use

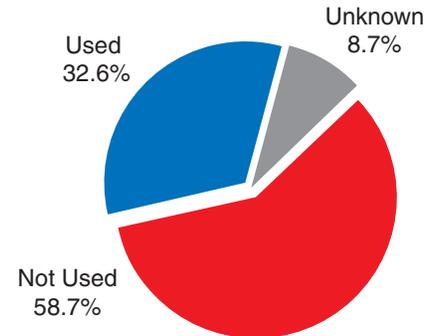
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems to provide effective protection, however, seat belts must still be used.

Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, indications are that the law has been successful in promoting seat belt use.

Restraint Use for Disabling Injuries (Figure 18)



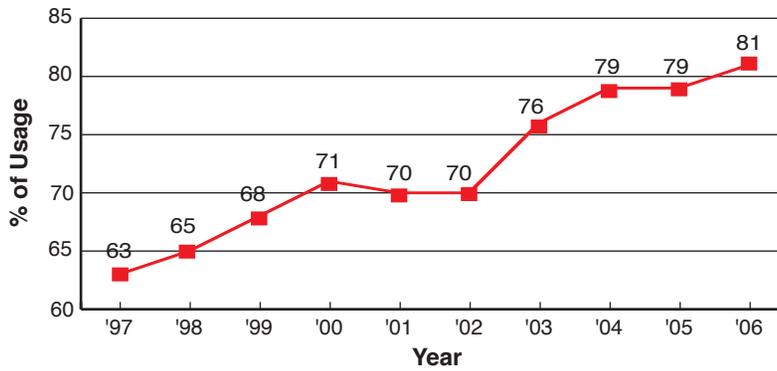
Restraint Use for Fatal Injuries (Figure 19)



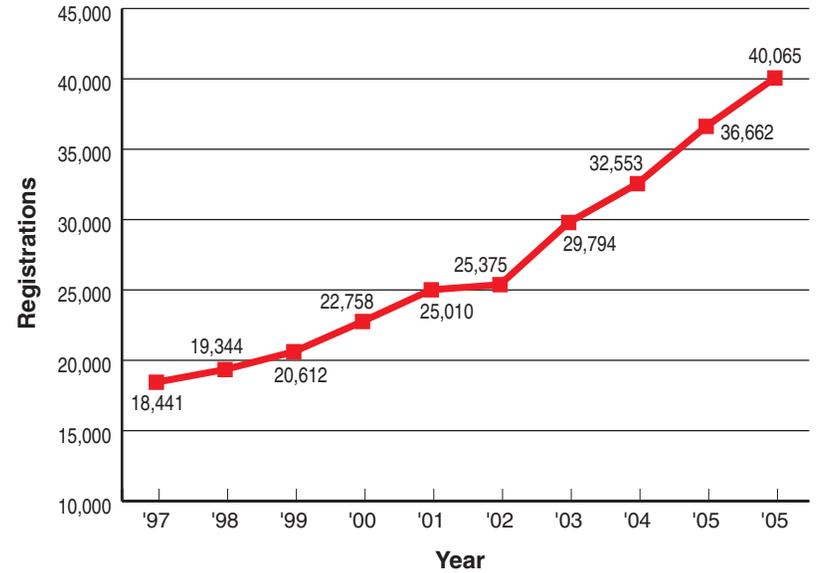
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2006, the observed statewide safety belt usage rate was 81%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and a media campaign, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 32.6% of those vehicle occupants who died and 50.3% of those who suffered disabling injuries in 2006 crashes were belted.

**Statewide Safety Belt Usage Rate (1997 - 2006)**  
(Figure 20)



**Motorcycles Registered (1997 - 2006)**  
(Figure 22)

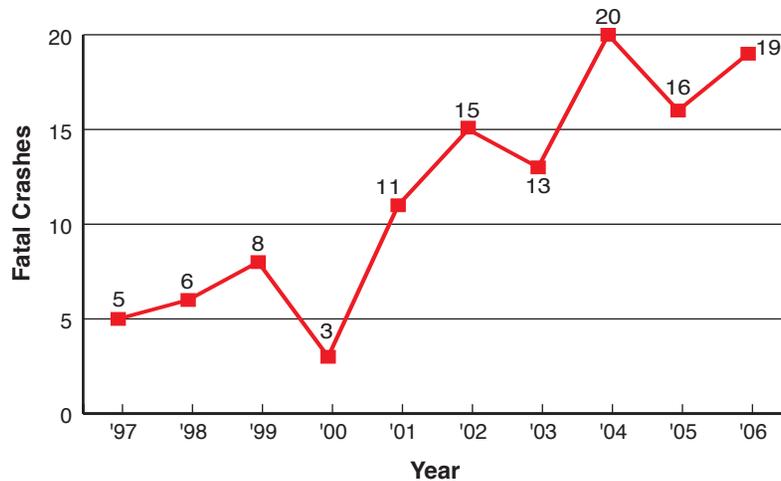


## Motorcycle Crashes

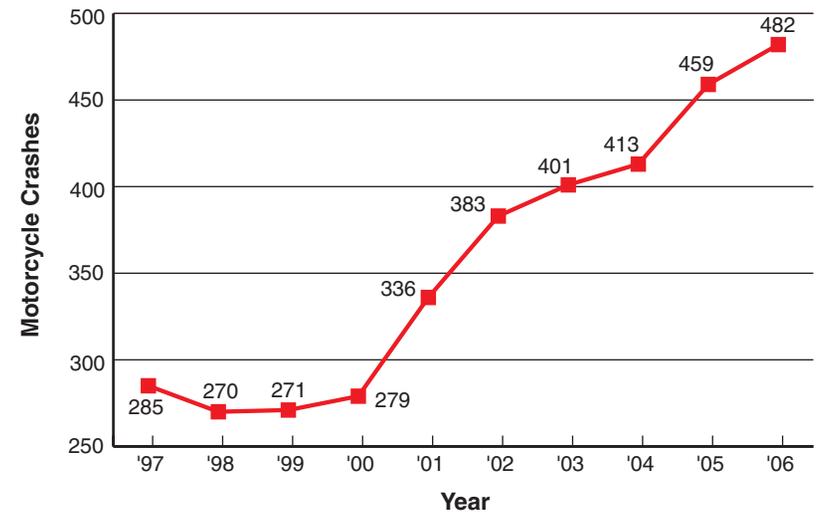
The upward trend in Nebraska motorcycle crashes continued in 2006. The number of motorcycle crashes rose to 482, an increase of 23 crashes over 2005. This is the highest number of motorcycle crashes in the last ten years. (See Figure 23 on page 20). There was an increase in fatal motorcycle crashes, from 16 in 2005 to 19 in 2006. (See Figure 21).

The increase in motorcycle crashes is most likely related to the growing number of motorcycles registered in Nebraska. After a long period of decline, motorcycle registrations have risen significantly in the last decade. (See Figure 22 on page 20).

**Fatal Motorcycle Crashes (1997 - 2006)**  
(Figure 21)



**All Motorcycle Crashes (1997 - 2006)**  
(Figure 23)



## Vehicle Body Style

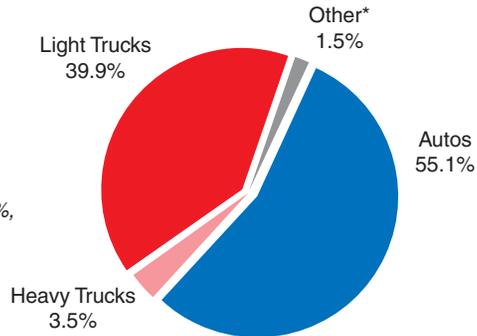
The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes.

BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	166	1	66	99
Semi-trailer truck	828	18	259	551
Other heavy truck	1019	10	341	668
Automobile	29338	142	12620	16576
Van	4331	17	1839	2475
Utility vehicle	8020	47	3284	4689
Pickup truck	8915	71	3285	5559
Motorcycle	489	20	426	43
Motorhome	24	0	5	19
Farm equipment	65	1	24	40
Other	76	3	29	44
Unknown	1816	4	454	1358
— TOTALS —	55087	334	22632	32121

(Table 8)

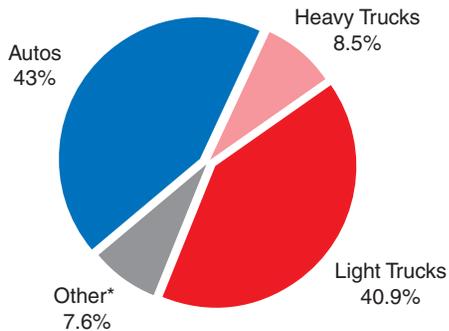
Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

All Crashes  
(Figure 24)



\*Other – motorcycles .9%, buses .3%, motor homes .1%, farm equipment .1%, and all others .1%.

Fatal Crashes  
(Figure 25)

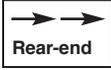


\*Other includes: motorcycles 6.1%, buses .3%, farm equipment .3%, motor homes 0%, and other .9%.

## Intersection Crashes

2006  
Type of Multi-Vehicle Collisions at Intersections\*

Total Crashes: 15,197

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	6,770	44.6	45.5
 Rear-end	4,950	32.6	50.3
 Sideswipe	1,037	6.8	22.4
 Sideswipe	70	.5	44.3
 Left Turn Leaving	1,978	13.0	50.7
 Head-on	44	.3	50.0
 Backing	341	2.2	13.5
Unknown	7	.1	14.3
<b>Total</b>	<b>15,197</b>	<b>100%</b>	

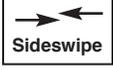
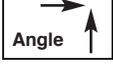
\* Multi-vehicle accidents at intersections comprise 46.4% of all crashes.

# Non-Intersection Crashes

2006

## Type of Multi-Vehicle Collisions Not at Intersections\*

Total Crashes: 4,707

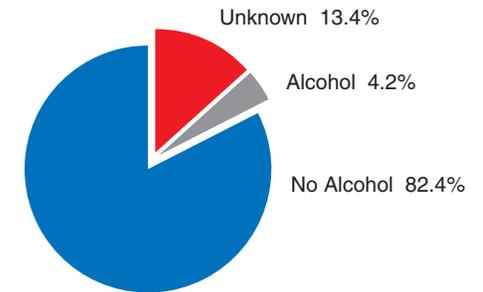
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	2,524	53.6	47.6
 Sideswipe	978	20.8	21.9
 Sideswipe	289	6.1	45.7
 Head-on	84	1.8	73.8
 Backing	353	7.5	10.2
 Angle	425	9.0	36.5
 Left Turn Leaving	48	1.0	47.9
Unknown	6	.1	33.3
<b>Total</b>	<b>4,707</b>	<b>100%</b>	

\* Multi-vehicle accidents not at intersections comprise 14.4% of all crashes.

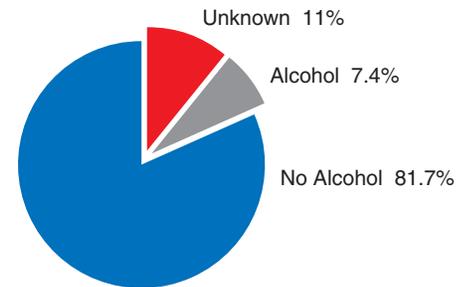
# Alcohol Involvement

Figures 26, 27, and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2006, 34.1 % of the fatal crashes in Nebraska involved alcohol. This represents an increase from the 31.1% registered in 2005. The National Highway Traffic Safety Administration reports that during 2005, 39% of fatal crashes nationally involved alcohol. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

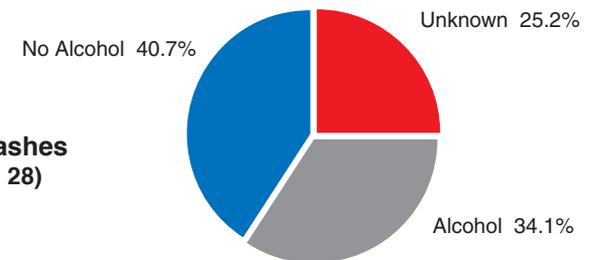
PDO Crashes (Figure 26)



Injury Crashes (Figure 27)



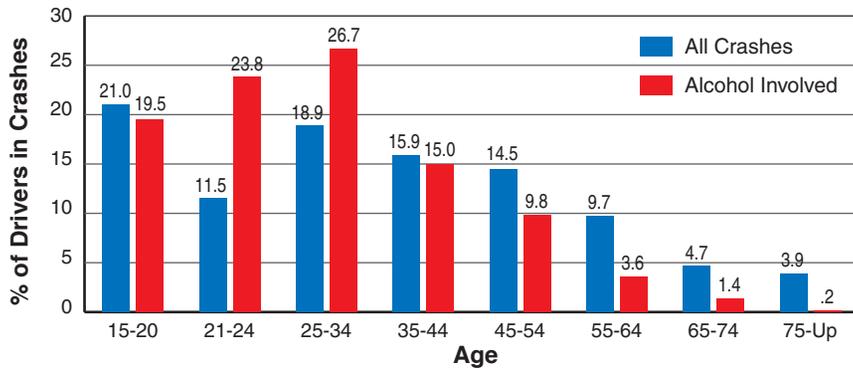
Fatal Crashes (Figure 28)



## Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 29. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 50.5% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 23.8% of alcohol-related crashes but only 11.5% of all crashes. Note that drivers between the ages of 15 and 20 are in 19.5% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	476	3	7	0	224	3
16	2361	29	10	1	988	18
17	2229	58	13	4	945	26
18	2167	83	15	3	923	39
19	2021	99	8	4	889	51
20	1801	106	15	4	771	56
21	1772	144	13	8	763	60
22	1522	101	8	4	674	41
23	1452	111	9	3	616	54
24	1330	106	9	5	551	50
25 to 34	9960	517	53	14	4235	246
35 to 44	8359	291	34	7	3693	175
45 to 54	7645	190	48	10	3153	103
55 to 64	5085	70	38	6	1984	42
65 to 74	2471	27	26	1	946	14
75 and older	2070	4	25	0	750	2
Not stated	344	2	0	0	87	1
— TOTALS —	53065	1941	331	74	22192	981

(Table 9)

## Driver Contributing Circumstances

In 2006 there were 32,780 reportable motor vehicle traffic crashes in Nebraska involving 53,065 drivers. Our investigator's report form changed in 2004. Instead of collecting data on the driver at fault, the report form collects data on all drivers involved in a crash. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	23658	103	9974	13581
Failure to yield right-of-way	5666	39	2527	3100
Disregarded traffic controls	1732	15	924	793
Exceeded speed limit	207	8	120	79
Speed too fast for conditions	1389	19	542	828
Made an improper turn	578	1	160	417
Followed too closely	3773	0	1831	1942
Leave lane/run off road	1515	30	632	853
Operating in erratic manner	2516	37	1138	1341
Swerving or avoiding	633	4	265	364
Visibility obstructed	311	1	95	215
Inattention	2882	3	1166	1713
Mobile phone distraction	101	1	49	51
Distracted - other	329	1	140	188
Fatigued/asleep	301	5	152	144
Defective equipment	191	0	79	112
Other improper action	1664	24	642	998
Unknown	5619	40	1756	3823
— TOTALS —	53065	331	22192	30542

(Table 10)

**Part III  
Crash Trends**

## **Motor Vehicle Traffic Crash Information**

Nebraska has shown a steadily declining accident rate over the last ten years. The fatality rate has also been generally decreasing. The table below lists crash totals and rates for the last 14 years.

<b>Year</b>	<b>Total Accidents</b>	<b>Persons Injured</b>	<b>Persons Killed</b>	<b>Accident Rate (per MVM)</b>	<b>Fatality Rate (per HMVM)</b>	<b>National Fatality Rate (per HMVM)</b>
'93	43,822	26,149	254	2.97	1.7	1.7
'94	44,222	28,253	271	2.86	1.8	1.7
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'04	37,227	21,315	254	2.00	1.4	1.5
'05	35,739	19,827	276	1.89	1.4	1.5
'06	32,780	18,424	269	1.72	1.4	1.4

*Million Vehicle Miles (MVM)                      Hundred Million Vehicle Miles (HMVM)*

**(Table 11)**

## **Body Style**

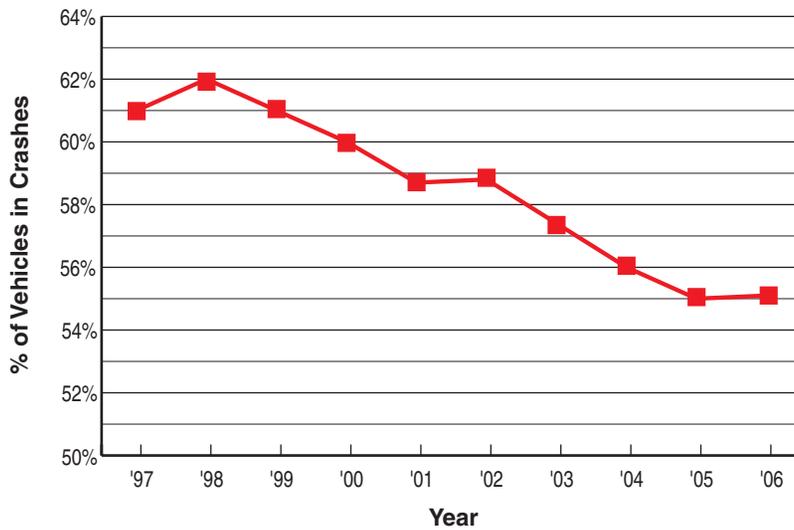
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 1997.

*Note: In any one year, the combined percentages of passenger cars, light trucks, heavy trucks and motorcycles will not total 100%. The percentage of "other" body styles, like buses, is not shown.*

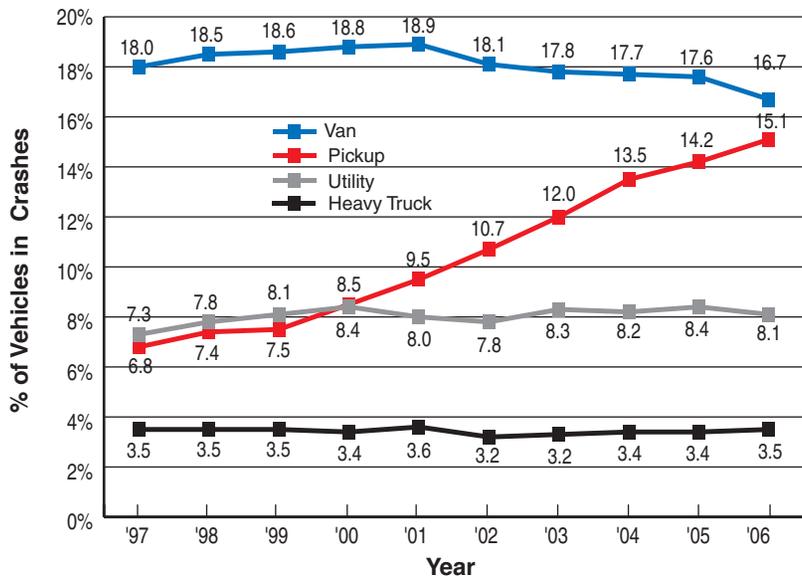
## Passenger Cars in All Crashes

(Figure 30)



## Truck Types in All Crashes

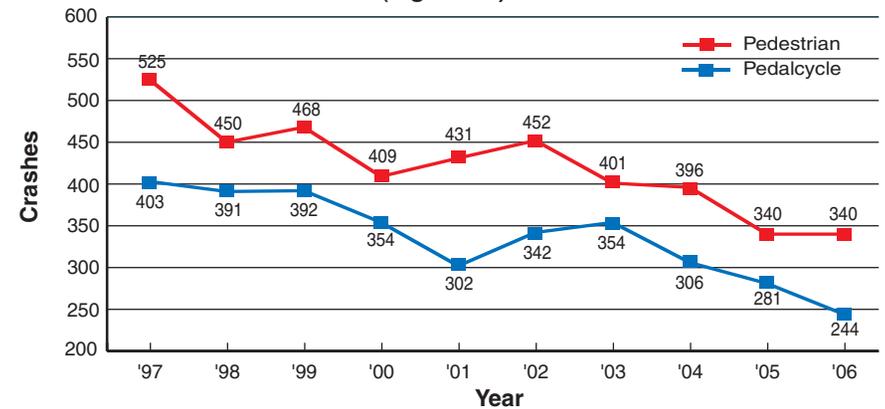
(Figure 31)



## Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. Pedestrian crashes remained at 340, the same as in 2005. The number of fatal pedestrian crashes also remained at 8. Pedalcycle crashes decreased from 281 in 2005 to 244 in 2006. There were two fatal pedalcycle crashes in 2006.

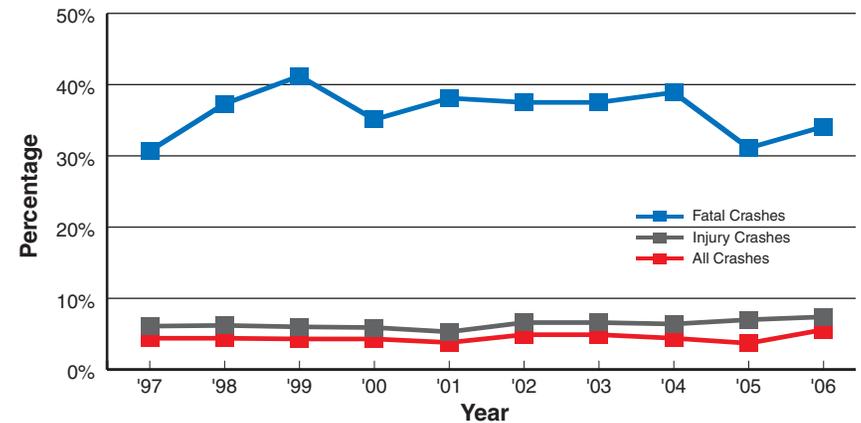
(Figure 32)



## Alcohol Involvement in Crashes

Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in crashes.

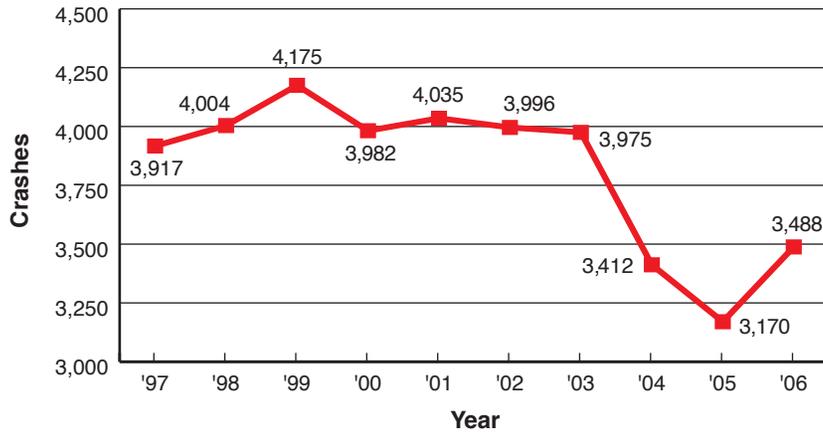
(Figure 33)



## Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2006, animal crashes rose from 3,170 to 3,488. Deer are the most frequently involved animals in motor vehicle/animal crashes.

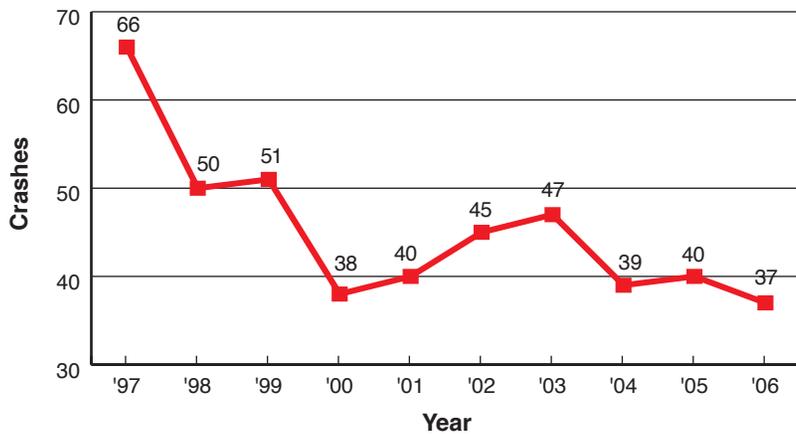
(Figure 34)



## Railroad Crashes

The number of railroad crashes fell to 37 in 2006, from 40 in 2005. In 2006, four people died in motor vehicle/train crashes in Nebraska.

(Figure 35)



## Work Zone Crashes

Drivers need to be particularly alert when going through highway work zones. When a road is not in its usual condition due to construction, it is a good idea to slow down. Fines for speeding double in work zones. Work zone crashes are dangerous to both highway workers and motorists. Most work zone crashes are rear-end collisions, resulting from speeding or inattentive driving. Figure 36 shows that work zone crashes have trended downward in the last nine years.

(Figure 36)

